



Import Health Standard

Vehicles, Machinery and Parts

VEHICLE.ALL

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Draft for
Consultation

TITLE

Import Health Standard: Vehicles, Machinery and Parts

COMMENCEMENT

This Import Health Standard comes into force on [Effective Date]

REVOCATION

This Import Health Standard intends to revoke and replaces the Import Health Standard for Vehicles, Machinery and Parts that was issued on 18 October 2019.

ISSUING AUTHORITY

This Import Health Standard is issued under section 24A of the Biosecurity Act 1993.

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Introduction

This introduction is not part of the Import Health Standard (IHS), but is intended to indicate its general effect.

Purpose

The purpose of this IHS is to set out the requirements that must be met when importing new and used vehicles, machinery and parts from all countries into New Zealand Territory (New Zealand) to manage the biosecurity risks associated with them.

Background

Imported risk goods have the potential to introduce pests and unwanted organisms into New Zealand. Vehicle, machinery and parts are risk goods because pests and unwanted organisms have been frequently found associated with them when they arrive in New Zealand. The Biosecurity Act 1993 (the Act) prescribes requirements for the exclusion, eradication and effective management of pests and unwanted organisms in New Zealand. The Ministry for Primary Industries (MPI) is responsible for enforcing the provisions of the Act.

Under the Act, an IHS may be issued that sets out the requirements that must be met when importing risk goods in order to manage the risks associated with their importation, including the risk from incidentally imported organisms. This IHS outlines the minimum requirements that must be met when importing vehicles, machinery and parts into New Zealand to obtain biosecurity clearance.

Who should read this?

This Import Health Standard should be read by importers of all new and used vehicles, machinery and parts, from all countries. Those involved with the importation, shipment and the treatment of these items should also know and understand the requirements of this IHS.

Why is this important?

- (1) Importers (and their agents) must take all reasonable steps to ensure that vehicles, machinery and parts comply with this IHS (section 16B of the Act).
- (2) Vehicles, machinery and parts that do not comply with this IHS may be denied discharge, treated (if treatment is possible), reshipped or destroyed.
- (3) The importer will be liable for all relevant associated expenses.

Equivalence

While it is expected that all vehicles, machinery and parts meet the requirements of this IHS, MPI will consider equivalence requests on a cost recovery basis. A Chief Technical Officer may issue guidelines or give directions on measures different to those in the IHS to effectively manage biosecurity risks under section 27(1)(d)(iii) of the Act. Vehicles, machinery and parts that comply with those guidelines or directions may be provided with biosecurity clearance.

Document History

Version Date	Section Changed	Change(s) Description
9/08/2018	All	Complete revision and renaming of IHS.
24/08/2018	2.1 (2b), 3.6, 3.7 and Schedule 1	Minor changes to provide clarity in S 2.1 (2b), Guidance Boxes for section 3.6 and 3.7, and to the definition for 'Machinery' under Schedule 1.
19/07/2019	All	Layout revised and IHS renamed to Vehicles, Machinery and Parts. Major changes made to before-arrival treatment requirements for Schedule 3 countries, additional countries added to Schedule 3 and various other changes of a minor or medium degree.
18/10/2019	4.3, 4.5, 4.6 and 4.7	Hyperlinks added to manufacturer declaration template for BMSB exemptions (sections 4.3 and 4.5) and a post-treatment or transshipping agreement application form (sections 4.6 and 4.7).
1/5/2020	All	Layout change based on commodity types without separate designated sections for BMSB management or used status. Removal of labelling requirements. Removal of BMSB management exclusions for all new vehicle types. Mandatory year round system management removed for some vehicle types exported from Japan. Mandatory BMSB management exclusion declaration now required for new machinery, parts and tyres. Additional time frame requirements added for on-arrival residual insecticide treatment and MPI inspection of aircraft and watercraft. Removal of 21 day limit between treatment and exportation in a fully sealed container. Ukraine, Moldova and Portugal added to Schedule 3.

Other information

Guidance

The information contained within a "guidance box" throughout this IHS is for guidance only and is not part of the statutory requirements. These boxes are labelled as "Guidance", and further guidance can be found on the [MPI vehicles, machinery and parts web page](#). It is advisable to seek assistance from MPI at standards@mpi.govt.nz if you are unclear on any part of this IHS prior to undertaking any activities relating to the importation of vehicles, machinery and parts.

Containers

Sea containers carrying vehicle, machinery and parts must be managed under this Standard as well as the [IHS - Sea Containers from All Countries](#).

Air containers carrying vehicle, machinery and parts must be managed under this Standard as well as the [IHS - Air Containers from All Countries](#).

Wood Packaging and other Restricted Packaging Material

All wood packaging must be managed as per the [IHS - Wood Packaging Material from All Countries](#). Contact MPI if you are unclear about the management of such material.

Costs

Equivalence requests, inspections and other functions undertaken by MPI pertaining to importing vehicles, machinery and parts will be charged for as per the current Biosecurity (Costs) Regulations.

Part 1: General Requirements

1.1 Application

(1) This IHS applies to the following goods imported to New Zealand as new or used, from all countries:

- a) Vehicles including land vehicles, aircraft and watercraft,
- b) Machinery,
- c) Parts for/from vehicles and machinery,
- d) Tyres,
- e) Wire cables and ropes that are, or have been, attached to machinery and vehicles used for agricultural, horticultural or forestry purposes.

Note: d) and e) as above are referred to as 'parts' under the general headings of Part 2 and the title of this IHS, and are individually referenced where appropriate.

(2) This IHS does not apply to goods listed as excluded under [Schedule 1 – Part B: specific commodity definitions and exclusions](#).

1.2 Incorporation by reference

The following documents are incorporated by reference under section 142M of the Act.

(1) The following International Standards for Phytosanitary Measures, published by the International Plant Protection Convention.

- a) *International Standard for Phytosanitary Measures 4 - Requirements for the establishment of pest free areas.*
- b) *International Standard for Phytosanitary Measures 10 - Requirements for the establishment of pest free places of production and pest free production sites.*
- c) *International Standard for Phytosanitary Measures 14 - The use of integrated measures in a systems approach for pest risk management.*
- d) *International Standard for Phytosanitary Measures 24 - Guidelines for the determination and recognition of equivalence of phytosanitary measures.*
- e) *International Standard for Phytosanitary Measures 41 - International movement of used vehicles, machinery and equipment.*

These standards are found at: <https://www.ippc.int/en/core-activities/standards-setting/ispms/>

(2) The MPI Treatment Requirements Standard - [Approved Biosecurity Treatments](#)

(3) Under section 142O(3) of the Act, it is declared that section 142O(1) does not apply, that is, a notice under section 142O(2) of the Act is not required to be published before material that amends or replaces any material incorporated by reference has legal effect as part of those documents.

1.3 Definitions

(1) Definitions and terms, including definitions specific to each part of this IHS are set out in [Schedule 1](#).

(2) Unless a term has a specific meaning given in this IHS, then the meaning should be the same as those set out in the Act, unless an additional clarification or a different meaning is given in Schedule 1. The Act is available at: <http://www.legislation.govt.nz/act/public/1993/0095/latest/whole.html>

Part 2: Biosecurity Requirements for Vehicles, Machinery, and Parts

2.1 Information that must be provided by importers of vehicles, machinery and parts

Guidance: Failure to provide necessary documents to MPI in a timely manner may lead to delays in receiving biosecurity clearance for vehicles, machinery and parts or they may be refused entry to New Zealand, be reshipped elsewhere or held at the port, incurring demurrage fees.

- (1) Importers of all vehicles, machinery and parts must provide MPI with the following documentation prior to arrival in New Zealand:
- Consignor name and contact details.
 - Port of loading.
 - Whether the vehicle, machinery and parts are new or used.

Guidance: Vehicles, machinery and parts are considered “used” if they have left the standard manufacturing logistics and sales supply chain for usage, testing, demonstration or other purposes.

- Date and country of manufacture, if new.
 - Country of origin if used.
 - Place of primary use in the 12 months prior to export if different to country of origin
 - Shipment details: vessel, voyage number, container number (if relevant) and date of loading.
 - The number and type of each item.
 - Make and model of each vehicle or machine, (applicable to whole vehicles/machinery only).
 - Unique identity information, such as a vehicle identification number (this generally applies to entire/whole vehicles/machinery only).
- (2) The following additional documented information must be presented to MPI prior to arrival where applicable to comply with relevant requirements in Parts 3 – 9 of this IHS.
- Evidence that vehicles, machinery and parts have been managed by an MPI Approved System.
 - A manufacturer’s declaration required by section 5.3, 6.3 and 7.2 confirming that new machinery, new parts or new tyres meet the relevant exclusion criteria.
 - A cleaning certificate required by section 5.2 that confirms that used outdoor or targeted machinery was cleaned externally and internally (involving disassembly) before arrival in New Zealand. The cleaning certificate must include all of the following:
 - Date that cleaning (and dismantling, where possible) was carried out.
 - Physical address where cleaning took place.
 - Name and signature of the person conducting or supervising the cleaning.
 - A Treatment Certificate that confirms that vehicles, machinery and parts were treated with an MPI Approved Treatment listed in Approved Biosecurity Treatments. The Treatment Certificate must include all of the following:
 - Treatment Provider’s letterhead including name and physical address, except where an individual carries out residual treatment instead of a treatment provider.
 - Certificate and registration number, except where an individual carries out residual treatment instead of a registered treatment provider.
 - Description of the consignment – including quantity of items.
 - Name and address of exporter.
 - Name and address of importer.
 - Date upon which treatment was completed.

- vii) Signature of the Treatment Provider.
- viii) Address where the treatment occurred.
- ix) Treatment details specified in Approved Biosecurity Treatments including the type of treatment and products (where applicable) used, achieved treatment rate, exposure time period, end point readings (where applicable) etc.
- x) A declaration that the Treatment Provider has met all of the requirements specified in Approved Biosecurity Treatments and in the case of residual treatment, a declaration that the treatment application requirements in accordance with section 4.1.1 (1) – Option C of this IHS has been met.

2.2 Biosecurity clearance requirements for vehicles, machinery and parts

- (1) All vehicles, machinery and parts that arrive in New Zealand must:
- a) Be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand (externally and internally) in accordance with the biosecurity contamination thresholds listed in Schedule 2 of this IHS; and
 - b) If the vehicles, machinery and parts arrive in New Zealand as sea freight, they must comply with all applicable requirements in Parts 2 – 9 of this IHS; and
 - c) If the vehicles, machinery and parts arrive in New Zealand as air freight, they must comply with the requirements in clause 2.1(1) and 2.2 (1) a) only.

Guidance:

- Without thorough cleaning, vehicles, machinery and parts are very unlikely to be free of biosecurity contamination and regulated pests on arrival in New Zealand.
- Being clean of all material that is not part of that vehicle, machine or parts enables MPI to carry out verification activities which may be required for biosecurity clearance.

Specific guidance regarding on-arrival verification of compliance carried out by MPI before biosecurity clearance

- MPI may verify any vehicles, machinery and parts on arrival in New Zealand.
- Any verification activity will be directed via the BACC issued by MPI.
- Importers of used vehicles, used outdoor or targeted machinery and used parts (including tyres) should expect MPI to carry out an on-arrival compliance verification inspection (external and internal). However any new or used vehicles, machinery and parts may be verified on arrival at the discretion of MPI. Any vehicle, machine and parts managed under an MPI Approved System or cleaned and/or treated before arrival may also be subject to MPI verification inspection on arrival.
- Importers can expect MPI to carry out any verification activity within 12 hours of being unloaded from the vessel if shipped as break-bulk or in a non-fully sealed container; or within 12 hours of being unloaded at a Transitional Facility.
- For the purpose of MPI verification inspection, risk goods that arrive on a flat-rack or in a non-sealed container are considered break-bulk and will likely be inspected within 12 hours of unloading from the vessel, and not at a Transitional Facility.
- Containerised vehicles, machinery and parts awaiting an MPI inspection (if directed) at a Transitional Facility may be removed from the exporting container, if they are stored securely in an insect-proof manner up until 12 hours before the verification inspection takes place.
- MPI Inspectors may require importers to fully or partially dismantle specific vehicles or machinery and leave them dismantled during shipping to confirm that high-risk areas are free of biosecurity contaminants. Dismantling as much as possible is recommended for all vehicles and machinery.

2.3 Vehicles, machinery and parts that arrive in New Zealand as sea freight for the purpose of transshipping

- (1) All vehicles, machinery and parts that arrive in New Zealand as a break-bulk consignment or in a non-fully enclosed container for any period of time, before being exported to another country without requiring biosecurity clearance, must:
 - a) Be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand;
and
 - b) Meet applicable treatment requirements or MPI Approved System management requirements of this IHS, before arriving in New Zealand.
- (2) All vehicles, machinery and parts that arrive in New Zealand in a fully enclosed container for any period of time, before being exported to another country without requiring biosecurity clearance, must remain in the sealed container while in New Zealand.

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Part 3: Land Vehicles Imported as Sea Freight

Refer to [Schedule 1 – Part B: specific commodity definitions and exclusions](#) for a definition of land vehicles and some exclusions.

3.1 Used Land Vehicles

3.1.1 Used land vehicles exported from a [Schedule 3 country](#), on or after 1 September and arriving in New Zealand on or before 30 April of any year (BMSB risk season)

- (1) Subject to 3.1.1 (2), all used land vehicles exported from a Schedule 3 country during the BMSB risk season must:
 - a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
 - b) meet the requirements of Option A or Option B below.
- (2) Used passenger vehicles, trucks, buses, campervans and caravans exported from [Japan](#) during the BMSB risk season, must use Option A.

Option A: MPI Approved System

- (1) Must be managed by an [MPI Approved System](#); and
- (2) For all used passenger vehicles, trucks, buses, campervans and caravans, the MPI Approved System must use a treatment in accordance with [Approved Biosecurity Treatments](#) before arrival in New Zealand.
- (3) For all other used vehicle types that are not passenger vehicles, trucks, buses, campervans or caravans, the MPI Approved System may manage the vehicle without a BMSB treatment only if equivalent risk management to address BMSB risk is approved as part of the system.

Option B: Treatment

- (1) Must be treated in accordance with [Approved Biosecurity Treatments](#) before arrival by an [MPI Approved Offshore Treatment Provider](#); and
- (2) Must meet the applicable post-treatment requirements of section [9.1](#).

3.1.2 Used land vehicles exported from a [non-Schedule 3 country](#) OR from a Schedule 3 country but are [exported outside of the BMSB risk season](#).

- (1) Subject to 3.1.2 (2), all used land vehicles exported from a non-Schedule 3 country OR from a Schedule 3 country but are exported outside of the BMSB risk season must be clean and free of biosecurity contamination and regulated pests on arrival in New Zealand.
- (2) All used passenger vehicles, trucks, buses, campervans and caravans that are exported from Japan outside of the BMSB risk season must be managed by an [MPI Approved System](#).

Guidance: Year round mandatory system management for the larger and more complex used vehicle types stated as passenger vehicles, trucks, buses, campervans and caravans, exported from Japan exist due to:

- Large export volume; and
- Additional need to manage the Asian Gypsy Moth (AGM), *Lymantria dispar* which poses a risk outside of the BMSB risk season; and

- Regulated pests that are not a risk in relation to other Schedule 3 countries including regulated stink bugs such as the Polished Green Stink Bug (PGSB), *Glaucias subpunctatus* and the Yellow Spotted Stink Bug (YSSB), *Erthesina fullo*.

3.2 New Land Vehicles

3.2.1 New land vehicles exported from a Schedule 3 country, on or after 1 September and arriving in New Zealand on or before 30 April of any year (BMSB risk season).

- (1) New land vehicles exported from a Schedule 3 country during the BMSB risk season must:
 - a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
 - b) meet the requirements of Option A or Option B below.

Option A: MPI Approved System:

- (1) Must be managed by an MPI Approved System which has been approved to manage BMSB risk using specific management measures equivalent to that of an MPI Approved BMSB Treatment.

Option B: Treatment:

- (1) Must be treated in accordance with Approved Biosecurity Treatments before arrival by an MPI Approved Offshore Treatment Provider; and
- (2) Must meet the applicable post-treatment requirements of section 9.1.

3.2.2 New land vehicles exported from a non-Schedule 3 country OR from a Schedule 3 country but are exported outside of the BMSB risk season

- (1) New land vehicles exported from a non-Schedule 3 country OR from a Schedule 3 country but are exported outside of the BMSB risk season, must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

Part 4: Aircraft and Watercraft Imported as Sea Freight

4.1 New and Used Aircraft and Watercraft

Guidance

- Refer to [Schedule 1 – Part B: specific commodity definition and exclusions](#) for a definition of aircraft and watercraft and some exclusions.
- This section applies to all aircraft and watercraft not arriving in New Zealand under their own power (for example, if they are exported as cargo on another transporting vessel).
- Aircraft or watercraft that are partially dismantled for shipping are not considered as parts unless the craft is not intended for re-assembly after arrival.

4.1.1 New and used aircraft and watercraft exported from a [Schedule 3 country](#), on or after 1 September and arriving in New Zealand on or before 30 April (BMSB risk season)

- (1) New and used aircraft and watercraft exported from a Schedule 3 country during the BMSB risk season must:
 - a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
 - b) meet the requirements of Option A, B or C below.

Option A: MPI Approved System:

- (1) Must be managed by an [MPI Approved System](#) which has been approved to manage BMSB risk using specific management measures equivalent to that of an MPI Approved BMSB Treatment.

Option B: Fumigation or heat treatment:

- (1) Must be treated before arrival with fumigation or heat treatment in accordance with [Approved Biosecurity Treatments](#) by an [MPI Approved Offshore Treatment Provider](#); and
- (2) Must meet the applicable post-treatment requirements of section [9.1](#).

Option C: Residual insecticide treatment:

- (1) Must be treated (externally and internally) by fogging or spraying with a residual insecticide in accordance with [Approved Biosecurity Treatments](#); and
 - a) the first application must occur before arrival in New Zealand; and
 - b) the applicable post-treatment requirements of section [9.1](#) must be met; and
 - c) all compartments where BMSB may hide must be opened before the fogging or spraying takes place to ensure these areas are fully exposed to the insecticide; and
 - d) the application must be repeated upon arrival in New Zealand in accordance with i), ii) or iii) below:
 - i) in the container, if space allows for opening of compartments and spray can be applied to all areas; OR
 - ii) at time of unpacking from a fully enclosed sea container; OR
 - iii) within 24 hours if arriving as break-bulk or in a non-fully enclosed container; and
 - e) an MPI inspection must take place within 48 hours of the on-arrival treatment.

Guidance

- Residual insecticide treatment (Option C) may be carried out by any individual who is able to treat in

accordance with the requirements listed above and is able to comply with the treatment certification requirements in section 2.1(2) d.

- The types of residual insecticides for spraying risk goods are outlined in the [Approved Biosecurity Treatments](#) (see treatment specified for aircraft and watercraft).
- An MPI Approved Treatment may not be suitable for your craft and may cause damage to your craft. It is the importer's responsibility to investigate the use of any MPI Approved Treatment, such as checking with the treatment supplier or chemical manufacturer as to which is an appropriate treatment for your craft

4.1.2 New and used aircraft or watercraft exported from a non-Schedule 3 country OR from a Schedule 3 country but is exported outside of the BMSB risk season.

- (1) New and used aircraft or watercraft exported from a non-Schedule 3 country or from a Schedule 3 country but is exported outside of the BMSB risk season, must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

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Part 5: Machinery Imported as Sea Freight

- Refer to [Schedule 1 – Part B: specific commodity definition and exclusions](#) for definitions of indoor or non-targeted machinery (section 5.1), used outdoor or targeted machinery (section 5.2) and some exclusions.

5.1 Used Indoor or Non-Targeted Machinery

5.1.1 Used indoor or non-targeted machinery exported from all countries at all times of the year

- (1) Used indoor or non-targeted machinery exported from all countries at all times of the year must be clean and free biosecurity contaminants and regulated pests on arrival in New Zealand.

5.2 Used Outdoor or Targeted Machinery

Guidance

- MPI must be able to verify the cleanliness of the machinery when it arrives in New Zealand. MPI recommends that machinery is dismantled as much as possible, and panels and plates are left off or attached loosely in position prior to export. This will avoid extra cost and time if MPI requires further dismantling when verifying compliance.
- Refer to section 2.1 (2) c for certified cleaning requirements and a [cleaning certificate](#) template.
- Cleaning and certification can be completed by an individual instead of a professional cleaning company/service providing all biosecurity contaminants and regulated pests can be removed.

5.2.1 Used outdoor or targeted machinery exported from a [Schedule 3 country](#) on or after 1 September and arriving in New Zealand on or before 30 April of any year (BMSB risk season)

- (1) Used outdoor or targeted machinery exported from a Schedule 3 country during the BMSB risk season must:
 - a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
 - b) meet the requirements of Option A or Option B below.

Option A: MPI Approved System:

- (1) Must be managed by an [MPI Approved System](#); and
- (2) The MPI Approved System must use a treatment in accordance with [Approved Biosecurity Treatments](#) before arrival in New Zealand.

Option B: Treatment and certified cleaning

- (1) Must be treated as per [Approved Biosecurity Treatments](#) before arrival by an [MPI Approved Offshore Treatment Provider](#); and
- (2) Meet the applicable post-treatment requirements of section [9.1](#); and
- (3) Be certified as clean at the time of cleaning (internal and external).

5.2.2 Used outdoor or targeted machinery from a non-Schedule 3 country OR from a Schedule 3 country but is exported outside of the BMSB risk season

- (1) Used outdoor or targeted machinery from a non-Schedule 3 country or from a Schedule 3 country but is exported outside of the BMSB risk season must:
 - a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
 - b) be certified as clean at the time of cleaning (internal and external) unless managed by an MPI Approved System.

5.3 New Machinery

5.3.1 New machinery from a Schedule 3 country exported on or after 1 September and arriving in New Zealand on or before 30 April of any year (BMSB risk season)

- (1) Subject to 5.3.1(2), new machinery from a Schedule 3 country, exported during the BMSB risk season must:
 - a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
 - b) meet the requirements of Option A or Option B below.
- (2) New machinery exported from a Schedule 3 country, during the BMSB risk season, is not required to meet either Option A or Option B if the machinery:
 - a) Has only been stored indoors after manufacture until being loaded and exported in a fully enclosed FCL or FAK container; and
 - b) is not drivable; and
 - c) is intended for indoor use only; and
 - d) a manufacturer's declaration is completed and submitted to MPI, declaring the matters in a) to c) apply, prior to arrival in New Zealand.

Option A: MPI Approved System:

- (1) Must be managed by an MPI Approved System which has been approved to manage BMSB risk using specific management measures equivalent to that of an MPI Approved BMSB Treatment.

Option B: Treatment:

- (1) Must be treated in accordance with Approved Biosecurity Treatments before arrival by an MPI Approved Offshore Treatment Provider; and
- (2) Must meet the applicable post-treatment requirements of section 9.1.

5.3.2 New machinery from a non-Schedule 3 country OR from a Schedule 3 country but is exported outside of the BMSB risk season

- (1) Machinery from a non-Schedule 3 country or from a Schedule 3 country but is exported outside of the BMSB risk season must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

Part 6: Vehicle and Machinery parts imported as Sea Freight

Guidance

- Refer to [Schedule 1 – Part B: specific commodity definition and exclusions](#) for a definition of vehicle and machinery parts and some exclusions.
- If used parts are being imported as an entire/whole vehicle or machine that is intended to be dismantled for parts after arrival, MPI considers them to be an 'entire/whole' used vehicle or machine (not parts).
- Used tyres not on rims or wheels and all new tyres for vehicles and machinery are classified as tyres under Part 7 of this IHS (not parts)
- This section includes parts from, or for, all vehicle types including all land vehicles, aircraft and watercraft and machinery

6.1 Used Parts from any Indoor or Non-Targeted Machinery

- (1) Used parts from indoor or non-target machinery from all countries and exported at all times of the year must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

6.2 Used parts from any Vehicle or any Used Outdoor or Targeted Machinery

Guidance: The treatment requirements for used parts are complex due to the country of export, time of year and how the parts arrive in New Zealand. There is additional guidance available on the MPI webpage under the vehicle and machinery parts section is required.

6.2.1 Used vehicle and machinery parts exported in an [FCL container](#) from a [Schedule 3 country](#) on or after 1 September and arriving in New Zealand on or before 30 April of any year (BMSB risk season).

- (1) Used vehicle and machinery parts exported in an FCL container, from a [Schedule 3](#) country during, the risk season must:
 - a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
 - b) meet the requirements of Option A OR Option B below.

Option A: MPI Approved System:

- (1) Must be managed by an [MPI Approved System](#) which has been approved to manage BMSB risk using specific management measures equivalent to that of an MPI Approved BMSB Treatment.

Option B: Treatment:

- (1) Must be treated in accordance with [Approved Biosecurity Treatments](#) before arrival by an [MPI Approved Offshore Treatment Provider](#); and
- (2) Must meet the applicable post-treatment requirements of section [9.1](#)

Guidance: If fumigating used parts exported in an FCL container, a higher fumigation rate (VCE1) is required at all times of the year including during the BMSB season. This is because used parts are associated with many regulated pests in addition to BMSB.

6.2.2 Used vehicle and machinery parts exported in a FCL container outside of the BMSB season OR from a non-Schedule 3 country

- (1) Used vehicle and machinery parts exported in a FCL container from a non-Schedule 3 country or from a Schedule 3 country but are exported outside of the BMSB risk season, must be:
 - a) clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
 - b) meet the requirements of Option A (before-arrival treatment) OR Option B (on-arrival treatment).

Option A: Before-arrival Treatment

- (1) Used parts must be treated in accordance with Approved Biosecurity Treatments, by an MPI Approved Offshore Treatment Provider or a treatment provider approved by an NPPO in the exporting country.
- (2) If used parts are treated before being loaded into a fully enclosed container, the following must occur:
 - a) used parts must be treated and then segregated from untreated cargo; and
 - b) be loaded into the container within 24 hours of treatment; and
 - c) the container doors must be closed once loaded; and
 - d) the container must not be reopened before export.
- (3) If used parts are treated in the fully enclosed container after parts have been loaded into the container, the following must occur:
 - a) Used parts must be treated with the container doors closed and the container vents sealed; and
 - b) the container must not be reopened before export.

Option B: On-arrival Treatment

- (1) Used parts exported in a fully enclosed container must be treated in accordance with Approved Biosecurity Treatments by an MPI Approved Treatment Provider at a place of first arrival or at a Transitional Facility, within 120 hours.

6.2.3 Used vehicle and machinery parts exported as a break-bulk consignment or within an FAK container from a Schedule 3 country on or after 1 September and arriving in New Zealand on or before 30 April of any year (BMSB risk season).

- (1) Used vehicle and machinery parts exported as a break-bulk consignment or within an FAK container, from a Schedule 3 country during the BMSB risk season must:
 - a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
 - b) meet the requirements of Option A OR Option B below.

Option A: MPI-Approved System:

- (1) Must be managed by an MPI Approved System which has been approved to manage BMSB risk using specific management measures equivalent to that of an MPI Approved BMSB Treatment.

Option B: Treatment:

- (1) Must be treated in accordance with Approved Biosecurity Treatments before arrival by an MPI Approved Offshore Treatment Provider; and
- (2) Must meet the applicable post-treatment requirements of section 9.1.

6.2.4 Used vehicle and machinery parts exported as a break-bulk consignment or within an FAK container outside of the BMSB risk season OR from a non-Schedule 3 country

- (1) Used parts exported as a break-bulk consignment or within a FAK container, from a non-Schedule 3 country or from a Schedule 3 country but are exported outside of the BMSB risk season, must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

Guidance: If used vehicle and machinery parts are exported as a break-bulk consignment, or in a FAK container, from a non-Schedule 3 country or from a Schedule 3 country but are exported outside of the BMSB risk season, there is no treatment requirement. However, if an MPI Inspector is not able to verify compliance with this IHS due complexity and/or volume of parts, MPI may direct on-arrival treatment to manage the risk at the importer's expense.

6.3 New Parts for a Vehicle or Machine

6.3.1 New vehicle and machinery parts exported from a Schedule 3 country on or after 1 September and arriving in New Zealand on or before 30 April (BMSB risk season)

- (1) Subject to 6.3.1(2), new vehicle and machinery parts exported from a Schedule 3 country during the BMSB risk season must:
 - a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
 - b) meet the requirements of Option A or Option B below.
- (2) New vehicle and machinery parts exported from a Schedule 3 country during the BMSB risk season are not required to meet either Option A or Option B if they are:
 - a) only stored indoors after manufacture until being loaded and exported in a fully enclosed FCL or FAK container; and
 - b) a manufacturer's declaration is completed and submitted to MPI, declaring the matters in a) apply, prior to the arrival of the new machinery in New Zealand.

Option A: MPI Approved System:

- (1) Must be managed by an MPI Approved System which has been approved to manage BMSB risk using specific management measures equivalent to that of an MPI Approved BMSB Treatment.

Option B: Treatment:

- (1) Must be treated in accordance with Approved Biosecurity Treatments before arrival by an MPI Approved Offshore Treatment Provider; and
- (2) Must meet the applicable post-treatment requirements of section 9.1.

6.3.2 New parts exported from a non-Schedule 3 country OR from a Schedule 3 country but are exported outside of the BMSB risk season.

- (1) New vehicle and machinery parts from a non-Schedule 3 country or from a Schedule 3 country but are exported outside of the BMSB risk season must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

Part 7: Tyres Imported as Sea Freight

7.1 Used Tyres

Guidance:

- Refer to [Schedule 1 – Part B: specific commodity definition and exclusions](#) for a tyre definition and some exclusions.
- Used tyres are included in this section if they are not exported on rims or wheels. Used tyres on rims or wheels are classified as vehicle/machinery parts under Part 6 of this IHS.
- Treatment of used tyres is primarily to address mosquito risk but will also manage the risk of BMSB associated with used tyres, where required.

7.1.1 Used tyres exported in a **fully enclosed container**, from all countries, at all times of the year

- (1) Used tyres exported in a fully enclosed container, from all countries, at all times of the year must:
- a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
 - b) meet the requirements of Option A (before-arrival treatment) or Option B (on-arrival treatment) below.

Option A: Before-arrival Treatment

- (1) Used tyres must be treated in accordance with [Approved Biosecurity Treatments](#), by an [MPI Approved Offshore Treatment Provider](#) or a treatment provider approved by an NPPO in the exporting country.
- (2) If used tyres are treated before being loaded into a fully enclosed container, the following must occur:
- a) used tyres must be treated and then segregated from untreated cargo; and
 - b) be loaded into the container within 24 hours of treatment; and
 - c) the container doors must be closed and vents sealed once loaded; and
 - d) the container must not be reopened before export.
- (3) If used tyres are treated in the fully enclosed container after tyres have been loaded into the container, the following must occur:
- a) Used tyres must be treated with the container doors closed and the container vents sealed; and
 - b) the container must not be reopened before export.

Option B: On-arrival Treatment

- (1) Used tyres exported in a fully enclosed container must be treated in accordance with [Approved Biosecurity Treatments](#) by an [MPI Approved Treatment Provider](#) within 12 hours of unloading from the vessel.
- (2) If treatment is not possible within 12 hours of the container being unloaded from the vessel, the following must occur:
- a) the container vents must be sealed while the container doors remain closed; and
 - b) the used tyres must be treated as per [Approved Biosecurity Treatments](#) by an [MPI-Approved Treatment Provider](#) within 48 hours.

7.1.2 Used tyres exported as a break-bulk consignment or in a non-fully enclosed container, from all countries, at all times of the year.

- (1) If used tyres are exported as a break-bulk consignment or in a non-fully enclosed container, from all countries, at all times of the year the following must occur:
 - a) treatment must be performed before arrival as per Approved Biosecurity Treatments; by an MPI Approved Offshore Treatment Provider or a treatment provider approved by an NPPO in the country of export; and
 - b) must be segregated from untreated cargo before exportation; and
 - c) must be exported within 24 hours of treatment.

7.2 New Tyres

7.2.1 New tyres exported from a Schedule 3 country on or after 1 September and arriving in New Zealand on or before 30 April of any year (BMSB risk season)

- (1) Subject to 7.2.1 (2), new tyres exported from a Schedule 3 country during the BMSB risk season must;
 - a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
 - b) meet the requirements of Option A or Option B below.
- (2) New tyres exported from a Schedule 3 country, during the BMSB risk season are not required to meet either Option A or Option B if they are:
 - a) only stored indoors after manufacture until being loaded and exported in a fully enclosed container; and
 - b) a manufacturer's declaration is completed and submitted to MPI, declaring the matters in a) apply, prior to the arrival of the new machinery in New Zealand.

Option A: MPI Approved System:

- (1) Must be managed by an MPI Approved System which has been approved to manage BMSB risk using specific management measures equivalent to that of an MPI Approved BMSB Treatment.

Option B: Treatment:

- (1) Must be treated as per Approved Biosecurity Treatments before arrival by an MPI Approved Offshore Treatment Provider; and
- (2) Must meet the applicable post-treatment requirements of section 9.1.

7.2.2 New tyres from a non-Schedule 3 country OR from a Schedule 3 country but are exported outside of the BMSB risk season

- (1) New tyres from a non-Schedule 3 country or from a Schedule 3 country but are exported outside of the BMSB risk season must be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand.

Part 8: Wire Cables and Ropes used with Land Vehicles and Machinery and Imported as Sea Freight

8.1.1 Used wire cables and ropes that are attached, or have been attached to land vehicles or machinery and have been used for agricultural, horticultural or forestry purposes

- (1) Used wire cables and ropes that are attached, or have been attached to vehicles or machinery and have been used for agricultural, horticultural or forestry purposes must:
- a) be clean and free of biosecurity contaminants and regulated pests on arrival in New Zealand; and
 - b) be treated before arrival in accordance with Approved Biosecurity Treatments by an MPI-Approved Offshore Treatment Provider or a treatment supplier approved by an NPPO in the exporting country.

Guidance: This IHS does not apply to cables attached to a land vehicle or machine but have never been used for agricultural, horticultural or forestry purposes.

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Part 9: Additional requirements relating to BMSB management when Vehicles, Machinery, Parts and Tyres are Imported as Sea freight

9.1 Post-treatment requirements when a BMSB treatment is carried out during the BMSB risk season in a Schedule 3 country (without an MPI Approved System)

Guidance

- Land vehicles, aircraft and watercraft, machinery, parts and new tyres require BMSB management under this IHS (see applicable section). When these are treated for BMSB in a [Schedule 3](#) country they need to be segregated and exported as quickly as possible after treatment to reduce the chance of BMSB recontamination occurring. Post-treatment requirements differ between the methods of exportation due to differing levels of exposure to BMSB risk.
- The post treatment requirements will differ depending on where and how the treatment is carried out and are set out in the relevant sub-sections of 9.1.1 – 9.1.2.

9.1.1 All land vehicles, aircraft and watercraft, machinery, parts and new tyres that have been treated for BMSB, in a [Schedule 3 country](#), during the BMSB risk season, and will be exported as a break-bulk consignment or in a non-fully enclosed container

- (1) All land vehicles, aircraft and watercraft, machinery, parts and new tyres that have been treated for BMSB, in a Schedule 3 country, during the BMSB risk season at the export port, and will be exported as a break-bulk consignment or in a non-fully enclosed container must:
 - a) be exported to New Zealand or moved to a non-Schedule 3 country within 120 hours of treatment; and
 - b) be segregated from untreated risk goods or other sources of possible BMSB contamination.
- (2) All land vehicles, aircraft and watercraft, machinery, parts and new tyres that have been treated for BMSB, in a Schedule 3 country, during the BMSB risk season, but not at the export port, and will be exported as a break-bulk consignment or in a non-fully enclosed container, must:
 - a) be moved directly to the export port within 6 hours of treatment; or
 - b) be wrapped or sealed in an insect-proof manner immediately after treatment and moved directly to the export port within 24 hours; or
 - c) sprayed thoroughly with a residual insecticide immediately after treatment and moved directly to the export port within 24 hours; and
 - d) once the risk goods arrive at the export port, they must be:
 - i) exported to New Zealand or moved to a non-Schedule 3 country within 120 hours of treatment; and
 - ii) be segregated from untreated risk goods or other sources of possible BMSB contamination.
- (3) A shipping line, manufacturer or other industry party can deviate from the requirements of this section if an agreement is recognised in advance with MPI in writing.

Guidance

- To discuss the possibility of an approved post-treatment agreement with MPI, it is recommended to email Standards@mpi.govt.nz at least 30 days before treatment is planned to occur. Extra risk management measures will need to occur for MPI to agree to an alternative post-treatment arrangement. See the [Application Form](#) for further guidance.
- The types of residual insecticides for spraying risk goods are outlined in the [Approved Biosecurity Treatments](#) (treatment specified for aircraft and watercraft).
- The risk of possible BMSB recontamination with used tyres treated in a Schedule 3 country is managed by equivalent post treatment requirements specified in section 7.1 and are therefore is not required to be included in this section.

9.1.2 All land vehicles, aircraft and watercraft, machinery, parts and new tyres that have been treated for BMSB, in a [Schedule 3 country](#), during the BMSB risk season, and will be exported in a fully enclosed FCL or FAK container

- (1) For all land vehicles, aircraft and watercraft, machinery, parts and new tyres that have been treated for BMSB, in a Schedule 3 country, during the BMSB risk season, and before being loaded into a fully enclosed FCL or FAK container, the following must occur:
 - a) be treated and segregated from untreated risk goods or other sources of possible BMSB contamination; and
 - b) be loaded into the container within 120 hours where the container must be closed; and
 - c) the container must not be reopened before export.
- (2) For all land vehicles, aircraft and watercraft, machinery, parts and new tyres that have been treated for BMSB, in a Schedule 3 country, during the BMSB risk season, and after being loading into a FCL or FAK container, the following must occur:
 - a) be treated with the container doors closed; and
 - b) the container must not be reopened before export.

Guidance

- Where possible, treated vehicles, machinery and parts should be loaded into a secured container as quickly as possible in a Schedule 3 country.
- No post-treatment requirements apply when land vehicles, aircraft and watercraft, machinery, parts and new tyres have been treated for BMSB in a non-schedule 3 country as there is no BMSB recontamination risk to manage.

9.2 Exporting vehicles, machinery, parts and tyres with a period of transshipment in a Schedule 3 country before arriving in New Zealand (without an MPI Approved System)

Guidance

- All land vehicles, aircraft and watercraft, machinery, parts and tyres may originate in a non-Schedule 3 country but may be transshipped through a Schedule 3 country before arriving in New Zealand and therefore, they may be exposed to BMSB risk between September and April of any year. For this reason transshipping rules apply to ensure cargo is kept free of BMSB while in a Schedule 3 country during the period of transshipment.

9.2.1 All land vehicles, aircraft and watercraft, machinery, parts and tyres transshipped as a break-bulk consignment or in non-fully enclosed container, through a Schedule 3 country, between 1 September and 30 April before arriving in New Zealand

- (1) All land vehicles, aircraft and watercraft, machinery, parts and tyres transshipped as a break-bulk consignment or in non-fully enclosed container, through schedule 3 countries during September to May, before arriving in New Zealand must:
 - a) be segregated from untreated cargo in Schedule 3 countries at all times; and
 - b) remain at a port (or ports) in a Schedule 3 country for no more than 120 hours;
- (2) If the requirements of 9.2.1 (1) are not met, land vehicles, aircraft and watercraft, machinery, parts and tyres must be re-treated in accordance with the relevant treatment requirements for that commodity type listed under Parts 3 – 7 of this IHS.
- (3) A shipping line, manufacturer or other industry party can deviate from the requirements of this section. If an alternative transshipping agreement with MPI is issued in advance.

Guidance: To discuss the possibility of an approved transshipping agreement with MPI, it is recommended to email Standards@mpi.govt.nz at least 30 days before the transshipping is planned to occur. Extra risk management measures will need to occur for MPI to agree to an alternative transshipping agreement. See the [application form](#) for further guidance.

9.2.2 All land vehicles, aircraft and watercraft, machinery, parts and tyres transshipped in a fully enclosed container, through Schedule 3 countries, during the BMSB season before arriving in New Zealand

- (1) All land vehicles, aircraft and watercraft, machinery, parts and tyres transshipped in a fully enclosed container, through Schedule 3 countries, during the BMSB season, before arriving in New Zealand must remain in the unopened container while in the Schedule 3 country.
- (2) If the requirements of 9.2.2 (1) are not met vehicles, machinery, parts and tyres must be re-treated in accordance with the treatment requirements for that commodity type listed under Parts 3 – 7 of this IHS.

Schedule 1 – Definitions and Exclusions to this IHS

Part A: General Definitions used

Terms used in this IHS that are also defined in the Act have the meanings set out in the Act. The following specific definitions also apply and are defined for the purposes of this IHS.

Air freight: Risk or non-risk goods exported/imported as cargo aboard an aircraft.

Arrive: In relation to all risk goods managed by this IHS, means to reach land within New Zealand territory (New Zealand) after a flight or voyage originating outside of New Zealand.

BACC: Biosecurity Authority/Clearance Certificate.

Before-arrival treatment: Treatment that is carried out before the risk goods arrive in New Zealand. Can be performed in any country or during exportation to New Zealand, prior to arrival in New Zealand, including periods of transshipment on the way to New Zealand.

Biosecurity contaminant(s): Any organic material, thing or substance that (because of its nature, origin or other relevant factor) may contain a regulated pest (or parts thereof). Therefore that organic material/thing/substance is not intended for biosecurity clearance under the Act.

BMSB risk season: The period of greatest BMSB risk due to overwinter aggregation behaviour of BMSB. Applies to those applicable risk goods which are exported on or after 1 September and arrive in New Zealand on before 30 April of any year.

Break-bulk: A form of exportation where risk goods are stowed on deck, below deck or in holds of vessels and not enclosed in a container.

Brown Marmorated Stink Bug (BMSB): *Halyomorpha halys*.

Clean: Free of all material (biosecurity contaminant(s) and any other forms of contamination such as rubbish, and other inorganic material that is not part of the risk goods managed by this standard.

Exportation: The movement of risk or non-risk goods from an exporting country to New Zealand. Exportation commences at the point where they are loaded onto a craft in the exporting country and ends when the goods arrive in New Zealand.

FAK (Freight of all kinds) container: A sea container which includes individual consignments for multiple importers and may include different types of goods. A less-than-container-load (LCL) consignment is part of the contents of a FAK container.

FCL (full container load) container: A sea container which includes a consignment for a single importer.

Fully enclosed container: A container that is fully enclosed, secure and provides completely protection of goods from biosecurity contamination during exportation (for example, a six sided, metal sea container).

Insect-proof manner: Risk goods being secured in a manner that prevents external or internal contamination or infestation by insects or other pests; such as being sealed in impervious packaging.

Inspection: An inspection by an MPI Inspector to detect the presence of biosecurity contaminants and regulated pests, in accordance with the Act and ISPM 23.

MPI Approved Offshore Treatment Provider: A treatment provider that is jointly approved by MPI and the Department of Agriculture and Water Resources to perform approved BMSB treatments and is listed as part of the Offshore BMSB Treatment Provider Scheme.

MPI Approved Treatment Provider: A New Zealand based treatment provider that is approved by MPI to treat goods in New Zealand.

MPI Approved System: A management system approved by a Chief Technical Officer that ensures vehicles, machinery and parts and any associated packaging are free of biosecurity contaminants and regulated pests. Specific system types approved under this IHS include:

- a) MPI-Approved New Vehicle and Machinery Systems – a system under which new vehicles and/or machinery are managed (and can also include vehicle and machinery parts and tyres)
- b) MPI-Approved Used Vehicle and Machinery Systems – a system under which used vehicles and/or machinery are managed (and can also include used vehicle and machinery parts and tyres).

New (status): Has not left the standard manufacturing logistics supply chain for usage, testing, demonstration or other purposes.

Non-fully enclosed container: Open topped, flat rack, soft tops, damaged containers or other container types that are non-fully enclosed and where cargo is not completely protected from biosecurity contamination during exportation.

Non-Schedule 3 country: Any country not listed in [Schedule 3](#) of this document.

NPPO: National Plant Protection Organisation.

On-arrival treatment: Treatment carried out when risk goods arrive in New Zealand in accordance with the BACC direction.

Packaging: Is any packing or packaging material that is associated with vehicles or machinery (such as cardboard, wood, foam plastic, foam rubber, paper, plastic cling-film and plastic shrink wrap).

Place of First Arrival Place: Port that has been approved under section 37 of the Act as a place of first arrival for vessels and risk goods.

Regulated pest(s):

- a) Any regulated pest, quarantine pest, regulated non-quarantine pest as those terms are defined in the International Plant Protection Convention; and
- c) Exotic diseases, infections and infestations as listed by the World Organisation for Animal Health, and
- d) Any organism that may cause unwanted harm to natural and physical resources or human health in New Zealand; or may interfere with the diagnosis, management, or treatment, in New Zealand, of pests or unwanted organisms.

Ready for direct sale: No further product or packaging modifications are required before item can be sold or distributed ready for sale in New Zealand.

Schedule 3 country: Any country listed in [Schedule 3](#) of this IHS

Sea freight: Risk or non-risk goods exported/imported as cargo aboard vessel.

Segregated: Kept separate using chemical, distance, physical or other barriers.

Transshipping: Offloading of cargo at a port in an area or country before the cargo is transported to another area or country via the same or different vessel.

Transitional Facility (TF)

- a) Any place approved as a TF in accordance with section 39 of the Biosecurity Act 1993 for the purpose of inspection, storage, treatment, quarantine, holding, or of uncleared risk goods; or
- b) A part of a port declared to be a TF in accordance with section 39 of the Biosecurity Act 1993.

Used (status): Has left the standard manufacturing logistics supply chain for usage, testing, demonstration or other purposes.

Part B: Specific Commodity Definitions and Exclusions

Guidance

- Definitions specific to commodity types are listed below along with some exclusions.
- If you are unclear around a particular commodity type including inclusions and exclusions, please email standards@mpi.govt.nz for advice.

Commodity Definition and Inclusions	Commodity Exclusions The requirements of this IHS do not apply to any commodities listed as excluded.
Land vehicles (Part 3)	
<p>A vehicle that is a mobile conveyance used for the purpose of transporting persons or cargo and designed to be predominately used on land. Land vehicles can be motorised or designed to be pulled by another vehicle. Land vehicles include but are not limited to:</p> <ul style="list-style-type: none"> • Passenger vehicles*; • Trucks*; • Buses*; • Campervans*; • Caravans*; • Army/defence vehicles (with wheels); • Amphibious vehicle; • ATVs and quad bikes; • Golf carts; • Go-karts; • Hagglands; • Motorcycles and scooters; • Side-by-side racers; • Snow mobiles; • Trailers including horse floats; • Trains and train carriages; and • Tricycles designed to be used on the road. <p>*Used vehicle types that in accordance with section 3.1 must be managed by a MPI Approved System, year round if exported from Japan; and if managed by an MPI Approved System in a Schedule 3 country (including Japan), must undergo MPI Approved Treatment for BMSB during the BMSB risk season.</p> <p>*A passenger vehicle includes vehicles that have at least 4 wheels and less than 9 seating positions such as cars, vans, utes and shuttles.</p>	<p>Excludes:</p> <ul style="list-style-type: none"> • Electric and manual pedal bicycles • Children’s motorised vehicles • Standing scooters or segways (electric or non-electric) • Perambulators (prams) or pushchairs • Wheelchairs • Wheelbarrows or trolleys
Aircraft and watercraft (Part 4)	

Commodity Definition and Inclusions	Commodity Exclusions
<p>A vehicle that is a mobile conveyance used for the purpose to transport persons or cargo and designed to be used predominately on water or in the air. Aircraft and watercraft can be motorised or designed to be pulled by another vehicle type. Aircraft and watercraft include but not limited to:</p> <ul style="list-style-type: none"> • Amphibious vehicles; • Gliders; • Helicopters; • Hot air balloons; • Hovercrafts; • Jet skis; • Motorised boats; • Planes; • Spacecraft; • Yachts (sail boats); and • Zeppelins (airships). • Trailers that are exported attached to watercraft or aircraft are considered a part of the craft. 	<p>The requirements of this IHS do not apply to any commodities listed as excluded.</p> <p>Excludes:</p> <ul style="list-style-type: none"> • Inflatable, plastic or fibreglass kayaks, canoes and paddle boards; • Children’s sail boats; • Parachutes or parasailing devices; • Sea scooters; • Dinghies if free of internal compartments; and protective covers.
Machinery (Part 5)	
<p>Any mechanical device that modifies or transmits energy for performing a task. The device may be drawn, fixed in position, pushed, pulled or self-propelled, electric or non-electric.</p> <p>5.1 Used indoor or non-targeted machinery definition: Machinery that is only used indoors and/or has not been used with/around biosecurity contaminants (and therefore, are not targeted) and meets all of the following criteria:</p> <ol style="list-style-type: none"> (1) Not drivable; and (2) Intended for indoor use; and (3) Has never been exposed to biosecurity contamination such as animal material, plant material (including seeds) or soil; and (4) Has never been used or stored outdoors; and (5) Exported in a fully enclosed FCL or FAK container. <p>If machinery does not meet the above criteria it falls under section 5.2.</p> <p>5.2 Used outdoor or targeted machinery definition: Machinery that is used or stored outdoors and/or are deemed to be of high biosecurity risk due to being used with/around biosecurity contaminants (and therefore, are targeted) including but not limited to:</p>	<p>Excludes:</p> <ul style="list-style-type: none"> • Hand held garden machinery and tools • Push lawn mowers or hand held weed whackers (trimmers).

Commodity Definition and Inclusions	Commodity Exclusions The requirements of this IHS do not apply to any commodities listed as excluded.
<ul style="list-style-type: none"> • Concrete mixing machinery; • Construction and roading machinery; • Cranes; • Farming machinery; • Forklifts; • Fruit picking machinery; • Ground compactors; • Harvesting machinery; • Indoor/outdoor grain processing machinery; • Lifts (including boom, man and scissor) • Logging machinery; • Outdoor generators; • Lawn mowers (ride on variety); • Planting machinery; • Seed drilling machinery; • Ski lift or gondola machinery; • Straddle carriers; • Tracked machines (bulldozers, excavators and tractors); • Tracked army/defence machinery); • Tunnelling machinery; • Water pumping machinery; and • Any other machine used around biosecurity contamination such as animal material, plant material (including seeds) or soil. 	
Parts from or for a vehicle or machine (Part 6)	
<p>Vehicle (including aircraft and watercraft) or machine parts, including but not limited to:</p> <ul style="list-style-type: none"> • Booms or frames; • Chassis; • Doors and panels; • Engines; • Exhaust systems; • Grabbers, • Claws; • Scoops; • Buckets; • Seats; • Suspension and braking units; • Tracks; • Tyres on rims or wheels; • Wheels and mags; and • Wings. 	<p>Excludes</p> <ul style="list-style-type: none"> • Parts from or for children's toy vehicles and machinery.
Tyres (Part 7)	
<p>The rubber attachment applied to a vehicle or machine wheel to permit movement.</p>	<p>Excludes:</p>

Commodity Definition and Inclusions	Commodity Exclusions
<ul style="list-style-type: none"> • Used Tyres: Any type of used tyres, not on rims or wheels and that have been used on a drivable vehicle or machine. • New Tyres: Any tyre, not on rims or wheels, to be used on a drivable vehicle of machine 	<p>The requirements of this IHS do not apply to any commodities listed as excluded.</p> <ul style="list-style-type: none"> • Tyres from or for children’s toy vehicles or machines.
<p>Wire cables or ropes (Part 8)</p>	
<p>Wire cable or ropes that are attached, or have been attached to vehicles or machinery and have been used for agricultural, horticultural or forestry purposes.</p>	

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Schedule 2 – Thresholds for Biosecurity Contaminants and Regulated Pests

Guidance

The following table defines the criteria that determines if imported vehicles, machinery and parts (includes tyres) are considered free from biosecurity contaminants and regulated pests. If the quantity of a biosecurity contaminant or regulated pest is below the threshold specified, then it is unlikely to present a biosecurity risk.

Note: This table is subject to periodic change.

Type	Contaminant Type	Threshold Permitted
Animals	Live animals such as amphibians, arthropods, birds, crustaceans, mammals, molluscs, reptiles.	Nil tolerance (always seen as a pest)*. <i>Note: Dead arthropods including dead insects, mites and spiders are not seen as contaminants.</i>
	Animal products or by-products such as blood, bones, carcasses, excretions, feathers, fibre, meat, etc.	Nil tolerance (always seen as a contaminant)*.
Aquatic	Fresh water (pooled or standing).	Nil tolerance (always seen as a contaminant). <i>Note: Traces of water remaining after approved treatments are not seen as contaminants.</i>
Micro-organisms	Fungi that is embedded/systemic in the vehicle, machine or part.	Nil tolerance (always seen as a contaminant)*. <i>Note: Surface fungi (mildew) is not considered as a contaminant if it can be wiped off</i>
Plants	Fresh/green plant material and flowers.	Nil tolerance (always seen as a contaminant)*.
	Fruit (whole) and seeds (including cones with seeds, dried seeds and fruit with seeds).	Nil tolerance (always seen as a contaminant)*. <i>Note: Burnt, dried, scorched seeds that are present in or on exhaust systems and radiators are not seen as contaminants.</i>
	Small pieces of loose dead or dry plant material such as bark, fruit pieces, leaves, sawdust or twigs.	5 pieces More than 5 pieces are seen as actionable contaminants by MPI*. <i>Note: Burnt, dried, scorched pieces of material that are present in or on exhaust systems and radiators are not seen as contaminants.</i>
	Pine needles	Nil tolerance (always seen as a contaminant).
Soil	Clumps or loose soil may contain micro-organisms.	20 grams More than 20 grams is seen as a contaminant. <i>Note: Road film (fine dust or soil particles) that is free of organic material and present as a thin covering is not seen as a contaminant.</i>

*Unless officially identified as otherwise or as a species that is not a regulated pest.

Schedule 3 – Actionable Brown Marmorated Stink Bug (BMSB) Countries

MPI lists the following actionable countries for specific management of BMSB.

Note: This table is subject to periodic change.

Countries targeted primarily for BMSB (introduced) and other regulated pests.	
Albania	Liechtenstein
Andorra	Luxemburg
Armenia	Republic of North Macedonia
Austria	Moldova
Azerbaijan	Montenegro
Belgium	Netherlands
Bosnia and Herzegovina	Portugal
Bulgaria	Romania
Canada	Russia
Croatia	Serbia
Czechia	Slovakia
France	Slovenia
Georgia	Spain
Germany	Switzerland
Greece	Turkey
Hungary	Ukraine
Italy	USA (Treatment of cargo from the States of Alaska and Hawaii and other territories of the United States of America that are not contiguous with the other 48 States is not required)
Kosovo	

Countries targeted for BMSB (native), and other regulated pests including <i>Lymantria dispar</i> (Asian gypsy moth - AGM), <i>Erthesina fullo</i> (Yellow spotted stink bug - YSSB) and <i>Glaucias subpunctatus</i> (Polished green stink bug - PGSB)
Japan